

Date: Tue, 20 Sep 94 15:30:58 PDT  
From: Info-Hams Mailing List and Newsgroup <info-hams@ucsd.edu>  
Errors-To: Info-Hams-Errors@UCSD.Edu  
Reply-To: Info-Hams@UCSD.Edu  
Precedence: Bulk  
Subject: Info-Hams Digest V94 #1044  
To: Info-Hams

Info-Hams Digest                      Tue, 20 Sep 94                      Volume 94 : Issue 1044

Today's Topics:

    Bul344 MGT: ACS/RACES Plans 2/3  
    Collins Broadcast Transmitter Help  
        FT757GXII Cat Interface  
        License turnaround ti  
        Needing Info about YAGI.  
    New NY ham license plates (2 msgs)  
        RACES Bulletin 343  
        RB341 Resend: Helicopter Use  
        RB342 National Fire Center Info  
    Restrictive Covenants: I can't have \*any\* antenna? (2 msgs)  
        The City and Tower Installations  
    Why is aviation COM VHF \*amplitude\* modulated?

Send Replies or notes for publication to: <Info-Hams@UCSD.Edu>  
Send subscription requests to: <Info-Hams-REQUEST@UCSD.Edu>  
Problems you can't solve otherwise to brian@ucsd.edu.

Archives of past issues of the Info-Hams Digest are available  
(by FTP only) from UCSD.Edu in directory "mailarchives/info-hams".

We trust that readers are intelligent enough to realize that all text  
herein consists of personal comments and does not represent the official  
policies or positions of any party. Your mileage may vary. So there.  
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Date: 20 Sep 94 18:48:01 GMT  
From: news-mail-gateway@ucsd.edu  
Subject: Bul344 MGT: ACS/RACES Plans 2/3  
To: info-hams@ucsd.edu

Bid: \$RACESBUL.344  
Subject: Bul344 MGT: ACS/RACES Plans 2/3

From: W6WWW@KD6XZ.#NOCAL.CA.USA.NOAM  
To : RACES@ALLUS

TO: ALL EMERGENCY MANAGEMENT AGENCIES VIA AMATEUR RADIO  
INFO: ALL COMMUNICATIONS VOLUNTEERS IN GOVERNMENT SERVICE  
INFO: ALL AMATEURS U.S (@USA: INFORMATION), CAP, MARS.  
FROM: CA GOVERNORS OFFICE OF EMERGENCY SERVICES  
(W6SIG@WA6NWE.CA) PH: 916-262-1600, 2800 Meadowview Rd.,  
Sacramento, CA 95832. Landline BBS, 916-262-1657 (Open  
to all). Internet crm@oes.ca.gov or seh@oes.ca.gov

BULLETIN 344 MGT: ACS/RACES Plans 2/3  
Release Date: September 19, 1994

For obvious reasons, a city and its county cannot develop communications plans independent of one another, any more than can a state and its counties. Such plans are the basis of emergency communications mutual aid and are jointly developed in a spirit of cooperation. For that reason they bear signatures of approval or concurrence by officials of both jurisdictions. The purpose is for each jurisdiction's plan to provide cooperation with the other -- not for one to dominate the other.

Nowhere does this discussion, or any ACS - RACES plan, intend to infer that a state can direct a county or that a county can direct a city in the application of an ACS or RACES program. Plans need be compiled and issued in a spirit of mutual benefit and cooperation, working together to provide emergency communications when needed. An aspect of this is a standardized plan format which makes cooperation easier. A further aspect is that concurring signatures notifies other governments that an OFFICIAL action was taken to approve the plan.

Emergency communications plans that fail to reflect the necessary inter-relationships described above are almost certainly doomed to failure. Unfortunately, history dictates that there have been some otherwise responsible government officials who believed that all of their communication was as close as their telephone, hence they failed to develop an emergency communications reserve and then suffered the debilitating results personally.

(Continues next bulletin)

Note: A sample model plan is available on request with a SASE 9x11 mailer with 75 cents postage to non-government or out of state requests. For California jurisdictions the Auxiliary Communications Service personnel in Sacramento offer to provide a custom plan for any city or county emergency communications reserve coordinator.

EOM.

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hamradio/races or in hamradio/packet/tcpip/incoming and can be  
retrieved using FTP. The opinions stated are those of the author of  
the bulletin and not the poster.  
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Date: 19 Sep 1994 16:14:44 GMT  
From: gatekeeper.us.oracle.com!barrnet.net!syntex.com!merlot.syntex.com!  
bassett@decwrl.dec.com  
Subject: Collins Broadcast Transmitter Help  
To: info-hams@ucsd.edu

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To all:

Our local repeater club has been offered a Collins 830 FM Broadcast  
transmitter to scavenge. We're looking forward to all those nice tubes,  
etc. to raise some funds for our club. However there is a major hurdle.

How can we identify possible PCB-filled capacitors?

Attempts to talk to Contintental (who bought Collins broadcast business)  
were not useful. We have been unable to find Sprague, whose capacitors  
in the power supply and transmitter are the candidates.

Any suggestions or comments would be welcome.

Regards,  
Greg

-----  
Greg Bassett  
Syntex Corporation  
(415) 855-5825  
-----  
bassett@merlot.syntex.com  
KJ6EP@N6QMY.#NOCAL.CA.USA.NA  
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Date: 20 Sep 94 20:05:06 GMT  
From: news-mail-gateway@ucsd.edu  
Subject: FT757GXII Cat Interface  
To: info-hams@ucsd.edu

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X-Sun-Data-Type: text  
X-Sun-Data-Description: text  
X-Sun-Data-Name: text  
X-Sun-Content-Lines: 8  
X-Sun-Content-Length: 246

I am looking for information and/or schematic for a simple RS232/CAT interface for the Yaesu FT757GXII.

If you have any info that you are willing to share please contact me via E-mail, Thanks!

John Krohn - KB0CGJ  
zytec!owl!johnk@uunet.UU.NET

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Date: 20 Sep 1994 13:52:57 GMT  
From: dog.ee.lbl.gov!agate!howland.reston.ans.net!vixen.cso.uiuc.edu!  
newsfeed.ksu.ksu.edu!moe.ksu.ksu.edu!hobbes.physics.uiowa.edu!  
newsrelay.iastate.edu!news.iastate.edu!@ihnp4.ucsd.edu  
Subject: License turnaround ti  
To: info-hams@ucsd.edu

In article <35l9nf\$omr@freenet3.scri.fsu.edu> valleyj@freenet3.scri.fsu.edu (Jeffrey Valley) writes:

>The FCC has accepted outdated forms for as long as I can remember. I  
>think your overreacting a little there, Hans.

I agree Hans was overreacting, but the FCC is not accepting old forms anymore. They did, until this latest revision came out, and then then put a final cut-off date of 1 Mar 94 on all other forms (unlike before).

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Date: Mon, 19 Sep 1994 18:50:21 GMT  
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!EU.net!sunic!news.funet.fi!  
nnntp.utu.fi!jusleniapolku.utu.fi!user@network.ucsd.edu  
Subject: Needing Info about YAGI.  
To: info-hams@ucsd.edu

Hello Fellows!

Does anybody where to get \*a Macintosh software\* for planning, testing, and building YAGI antennas? My friend who is needing this prefer to find something that is free or shareware. Also, all Macintosh programs which loosely relates to the ham-radio, etc. area are needed.

Could you send me the suggestions for the FTP, Gopher, WWW sites to my address below. I prefer personal mail, since I don't follow this list actively.

Thanks!

Jouni.Santara@utu.fi

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Date: Tue, 20 Sep 1994 13:55:32 GMT  
From: ihnp4.ucsd.edu!dog.ee.lbl.gov!agate!howland.reston.ans.net!gatech!psuvax1!news.ecn.bgu.edu!feenix.metronet.com!net45.metronet.com!user@network.ucsd.edu  
Subject: New NY ham license plates  
To: info-hams@ucsd.edu

In article <35kbch\$e2s@apakabar.cc.columbia.edu>,  
alan@watsun.cc.columbia.edu (Alan Crosswell) wrote:

> For the pundit in 3-land who made the crack about us not having enough  
> criminals in New York state to produce ham license plates quickly enough,  
> I present my new license plate and the observation that we must have a lot  
> more hams than criminals in NY or is it criminals that are hams?  
>  
> Using a World-Wide Web browser, see:  
>  
> <http://www.columbia.edu/~alan/ham/>

I'm jealous! Those NY Ham plates look great!

--  
Marc B. Grant               | Fax: 214-231-3998     | "There's no excuse  
marcbg@metronet.com     | Pager: 214-246-1150   | to drink bad beer"  
Amateur Radio N5MEI     |                     | - Solona Beach Brewery

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Date: 19 Sep 1994 15:40:01 GMT  
From: news.columbia.edu!watsun.cc.columbia.edu!alan@RUTGERS.EDU  
Subject: New NY ham license plates  
To: info-hams@ucsd.edu

For the pundit in 3-land who made the crack about us not having enough  
criminals in New York state to produce ham license plates quickly enough,  
I present my new license plate and the observation that we must have a lot  
more hams than criminals in NY or is it criminals that are hams?

Using a World-Wide Web browser, see:

<http://www.columbia.edu/~alan/ham/>

(By the way, the dots and dashes say CQ DE:-)

73 de Alan N2YGK

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Date: 20 Sep 94 18:47:23 GMT  
From: news-mail-gateway@ucsd.edu  
Subject: RACES Bulletin 343  
To: info-hams@ucsd.edu

Bid: \$RACESBUL.343  
Subject: RACES Bulletin 343

From: W6WWW@KD6XZ.#NOCAL.CA.USA.NOAM  
To : RACES@ALLUS

TO: ALL EMERGENCY MANAGEMENT AGENCIES VIA AMATEUR RADIO  
INFO: ALL COMMUNICATIONS VOLUNTEERS IN GOVERNMENT SERVICE  
INFO: ALL AMATEURS U.S (@USA: INFORMATION), CAP, MARS.  
FROM: CA GOVERNORS OFFICE OF EMERGENCY SERVICES  
(W6SIG@WA6NWE.CA) PH: 916-262-1600, 2800 Meadowview Rd.,  
Sacramento, CA 95832. Landline BBS, 916-262-1657 (Open  
to all). Internet crm@oes.ca.gov or seh@oes.ca.gov

BULLETIN 343 MGT:ACS/RACES Plans 1/3  
Release Date: September 12, 1994

Emergency communications plans, such as those for the ACS/RACES, benefit the adopting jurisdiction as well as adjacent jurisdictions. The adopting jurisdiction specifies the parameters of the service, such as how it is to be used and activated. For adjacent ones it alerts them to the potential communications mutual aid resource that has met with the sponsoring jurisdictions stamp of approval.

In most states such plans involve three levels: state, county (or parish), and municipal (or city). Each is prepared in a spirit of cooperation. They are similar, yet each has its own uniqueness.

Who signs and approves a ACS - RACES plan? The typical process is as follows:

For a city plan the city OES Coordinator or Civil Defense Director, the city Radio Officer and the county Radio Officer are the ones who normally sign approval.

For a county plan it is the county OES Coordinator, the county RACES or ACS Radio Officer, and in California, the State OES Region Radio officer, the OES Region Communications Coordinator and the State ACS/RACES Radio Officer and Coordinator.

A state plan is signed by the state Chief Radio Officer, state ACS/RACES coordinator, the state communications and warning officer and state CD director or deputy.

In some jurisdictions a supplemental process may occur, in that either a signature of an elected official is required such as the chairman of the board of supervisors, or the official body may approve the action by a resolution, in which case a copy should be attached to the plan. (continues in next bulletin)

Note: Two copies of the 1994 California State Plan were forwarded to each California county OES in May. California jurisdictions may request additional free copies on agency letterhead. For others, a printed copy of the California State Plan is available for \$11 (check payable to State of California) and sent to 'State Plan' Telecommunications Branch, Governors Office of Emergency Services, 2800 Meadowview Rd, Sacramento, CA 95832.

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Date: 20 Sep 94 18:45:56 GMT  
From: news-mail-gateway@ucsd.edu  
Subject: RB341 Resend: Helicopter Use  
To: info-hams@ucsd.edu

Bid: \$RACESBUL.341  
Subject: RB341 Resend: Helicopter Use

From: W6WWW@KD6XZ.#NOCAL.CA.USA.NOAM  
To : RACES@ALLUS

TO: ALL EMERGENCY MANAGEMENT AGENCIES VIA AMATEUR RADIO  
INFO: ALL COMMUNICATIONS VOLUNTEERS IN GOVERNMENT SERVICE  
INFO: ALL AMATEURS U.S (@USA: INFORMATION), CAP, MARS.  
FROM: CA GOVERNORS OFFICE OF EMERGENCY SERVICES  
(W6SIG@WA6NWE.CA) PH: 916-262-1600, 2800 Meadowview Rd.,  
Sacramento, CA 95832. Landline BBS, 916-262-1657 (Open  
to all). Internet crm@oes.ca.gov or seh@oes.ca.gov

Bulletin 341 OPS: HELICOPTER USE  
Release Date: August 29, 1994

(Extracted from "Landing Site Tips for Lifeflight" in TAC-ONE,  
official publication of the San Diego County RACES.)

Conditions and circumstances for Lifeflight to be called is determined by the Public Safety organizations of the county. For landing site selection a helicopter requires a minimum area 60 by 60 feet, free of wires and obstructions directly overhead and not more than an eight degree slope. Avoid dusty areas. Hosing down an area helps. Site should be marked; usual markings are an emergency vehicle with flashing lights, smoke bomb, flares or car headlights criss-crossing each other at right angles.

For communications with the helicopter enroute, only one person should be the ground contact. It is best for this person to be free of patient care and at the landing site, monitoring the specified frequency open tone. On initial contact, the pilot will give the ETA. The ground contact must let the pilot know when sight has been made of the helicopter using clock positions. It is usually best for someone to notify traffic officers that traffic will need to be stopped just prior to landing. The contact person must describe the landing site to the pilot using major landmarks, such as type of site (street, intersection, parking lot, field, etc.) direction from scene, any obstructions, wind conditions and identifying features (smoke, flares, lights, etc.). Just before the helicopter begins its approach, ensure that the landing site is clear of non-essential personnel, vehicles and loose objects.

When the helicopter is on its approach, stand in the center of the landing site waving a flashlight or flare until the pilot verifies that you are seen, then notify the pilot when the area is clear. Warn ground personnel to protect their eyes and patients from debris caused by rotor wash. Do NOT allow use of artificial lights while a helicopter is landing, as they will blind the pilot. Always maintain radio contact with the pilot and advise of problems or changes. Keep in mind that the rotor blades will continue to turn 1 to 3 minutes after landing. While medical crews may exit while the rotor is slowing down, don't approach or allow anyone else to



approach while the blades are turning without the pilot's permission, then only from the front of the chopper. Maintain control of landing site until blades have completely stopped turning.

Just before the helicopter departs, clear the landing area of ALL personnel. Once it is clear, inform the pilot. Keep the area clear until the helicopter is gone. Remember things don't always go as planned. Keep in constant radio contact with the pilot!  
EOM.

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Date: 20 Sep 94 18:46:52 GMT  
From: news-mail-gateway@ucsd.edu  
Subject: RB342 National Fire Center Info  
To: info-hams@ucsd.edu

Bid: \$RACESBUL.342  
Subject: RB342 National Fire Center Info

From: W6WWW@KD6XZ.#NOCAL.CA.USA.NOAM  
To : RACES@ALLUS

TO: ALL EMERGENCY MANAGEMENT AGENCIES VIA AMATEUR RADIO  
INFO: ALL COMMUNICATIONS VOLUNTEERS IN GOVERNMENT SERVICE  
INFO: ALL AMATEURS U.S (@USA: INFORMATION), CAP, MARS.  
FROM: CA GOVERNORS OFFICE OF EMERGENCY SERVICES  
(W6SIG@WA6NWE.CA) PH: 916-262-1600, 2800 Meadowview Rd.,  
Sacramento, CA 95832. Landline BBS, 916-262-1657 (Open  
to all). Internet crm@oes.ca.gov or seh@oes.ca.gov

BULLETIN 342 MISC: NIFC Boise  
Release Date: September 5, 1994

The National Interagency Fire Center (NIFC, formerly Boise Interagency Fire Center) located in Boise, Idaho is a joint venture of the several agencies: USFS (U.S. Forest Service), BLM (Bureau of Land Management), BIA (Bureau of Indian Affairs), USFWS (U.S. Fish and Wildlife Service), NPS (National Park

Service) and NWS (National Weather Service).

In addition to fires it has also been active in floods, earthquakes and other disasters such as Hurricane Andrew, Mount St. Helens volcanic eruption and the Northridge Quake. For the latter the State Office of Emergency Services ordered virtually everything from the Boise radio warehouse - hundreds of portables, repeaters, control stations, fixed links, battery packs and antennas.

The NIFC Telecommunications Branch has a large staff of administrators and technicians for communications assistance. It stocks equipment in caches, which consist VHF and UHF repeater and radio kits, some satellite equipment, radio telephone interconnect kits and electronic key telephone systems.

When the State has exhausted its cache of kits and transportable resources it may place a request for Federal assistance. Because of the size of California, two NIFC-type warehouses [in CA] duplicate some of the equipment stored further away in Boise. Requests are placed with the nearest Federal zone for delivery to the requesting agency. If Zone cannot fulfill the request it is forwarded to NIFC in Boise. The only costs associated with the use of the Federal equipment is shipping, any lost equipment, batteries, and the daily cost of a technician if required. To make the latter unnecessary, several people in California have been certified through NIFC training.

The center teaches a highly regarded two-week training course in Boise on the Incident Command System, Communications Unit Organization and staffing, theory and equipment, accountability, incident planning and demobilization. It includes both tabletop incident practice and hands-on field work with actual equipment. Completing the training enables one to be a fully qualified Communications Unit Leader.

Suggested by an article in the "APCO BULLETIN" by Brent Finster, Communications Director for Aspen-Pitkin County Communications Center, Aspen, Colorado.  
EOM.

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Date: Mon, 19 Sep 1994 13:40:53 GMT  
From: spstimes.sps.mot.com!mogate!newsgate!news@uunet.uu.net  
Subject: Restrictive Covenants: I can't have \*any\* antenna?  
To: info-hams@ucsd.edu

My wife and I are looking at a new house... Its a nice house... Nice neighborhood, nice neighbors... You know, the kind of house that's just... well..... Nice. EXCEPT!

There's this one little clause in the deed restrictions:

GENERAL RESTRICTIONS:

Antennae: No exterior radio or television antenna or aerial or satellite dish receiver, or other devices designed to receive telecommunication signals, but not limited to radio, television, or microwave signals which are intended for cable television, network television reception, or entertainment purposes shall be erected or maintained, except by Declarant, without the prior written approval of the architectural review committee.

Pardon me, but I thought this wasn't legal? Can someone post, email or point me to relevant legal precedent which makes the clause invalid?

Thanx,

Michael R. Dow  
N1JCX  
R1156C@WACCVM.CORP.MOT.COM

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Date: 20 Sep 1994 14:43:43 GMT  
From: george.inhouse.compuserve.com!news.inhouse.compuserve.com!compuserve.com!news@uunet.uu.net  
Subject: Restrictive Covenants: I can't have \*any\* antenna?  
To: info-hams@ucsd.edu

Those conditions are legal, and become part of the deed to the property. They are generally called "restrictive covenants" and are a private agreement you enter into if you purchase the property.

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Hans Brakob, K0HB		EX-KG6AQI, WA0PQF, WB9DLL
Vice Director		WB4GXH, WB0WFF

Dakota Division ARRL | 73 from Minnesota

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Date: 18 Sep 94 22:37:00 GMT  
From: netcomsv!eabbs!don.turner@decwrl.dec.com  
Subject: The City and Tower Installations  
To: info-hams@ucsd.edu

Hi Guys. I thought I pass along a short nightmaire that's happening to me right now. Thursday two weeks ago I came home to a note on my front door from the City Building Inspector. It seems he doing an investgation of my "radio towers" as he termed them. No doubt this is the result of one omy neighbors complaining. I have a very robust installation of a 46 foot tower which has been in place for 20, yes TWENTY years. It has withstanded the worst of weather conditions with a large tri-bander on it. Now it only has a TV antenna to support. The other tower to which he refers is a 40 meter groundplane. This was a good but temporary installation. Apparently this is the one that started all the BS.

The city expects me to get a building permit and submit an engineering study and design. I drafted a letter to the inspector explaining the installation in detail. I also expressed my interest in letting him view the installation, talking the issue over and making minor changes that he may see fit. I refused to let the petty esthic preferences of one resident force me into spending hundreds of dollars in an engineering study to prove the soundness of a time proven installation. I also said he and the city should not be cop to the "pettiness" of this situation. We will see how this turns out.

This brings about a request. Can any of you recommend a reference where the calculations are concisely described for doing this kind of stuff. No doubt, they will require a calculation of wind load, stress calculations of the tower and loads of the guy hardware and anchors. Can anyone help? .....WA6WRX Don

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Date: Mon, 19 Sep 1994 19:14:17 GMT  
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!math.ohio-state.edu!  
magnus.acs.ohio-state.edu!csn!col.hp.com!srgenprp!alanb@network.ucsd.edu  
Subject: Why is aviation COM VHF \*amplitude\* modulated?  
To: info-hams@ucsd.edu

Jay Maynard (jmaynard@nyx10.cs.du.edu) wrote:  
: In article <jas12-1909941451290001@131.111.200.1>,  
: Julian Scarfe <jas12@cus.cam.ac.uk> wrote:  
: >Someone subsequently asked me \*why\* they are AM not FM

: Another reason is the FM capture effect

Another reason is that AM has a small signal/noise advantage over FM for weak signals. FM is better above a certain signal level threshold, but AM is better for signals near the noise level.

AL N1AL

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Date: Thu, 15 Sep 1994 15:18:39 GMT  
From: ihnp4.ucsd.edu!news.cerf.net!nntp-server.caltech.edu!netline-fddi.jpl.nasa.gov!elroy.jpl.nasa.gov!lll-winken.llnl.gov!uop!csus.edu!netcom.com!nuke@network.ucsd.edu  
To: info-hams@ucsd.edu

References <gbrush.13.000969B2@indy.net>, <Cw4sr4.L4B@utnetw.utoledo.edu>, <357lg2\$dg2\$1@rosebud.ncd.com>go  
Subject : Re: 1.2GHz on an HT -- how far?

In article <357lg2\$dg2\$1@rosebud.ncd.com>,  
Phil Graham <phil@hansen.ncd.com> wrote:

>Microwave ovens do not operate at 1.3 GHz... They operate in the 2.4 GHz area  
>(not sure exactly where).

There is an ISM allocation at 2450 (just above the amateur 13cm band) upon which the ovens operate.

Bill

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Bill Newcomb                               "Die to a general pizza delivery philosophy"  
nuke@netcom.com                               -Dave Brennan

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End of Info-Hams Digest V94 #1044  
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